

**TERMONT TERMINAL SERVICE PROCEDURE****Explanatory release**

Following a complete review of the risks associated with trucking service operations, protecting the trucker as a pedestrian has been deemed essential.

For this reason, it is/will be forbidden to:

- 1) Go into container stacks;
- 2) Getting out of your truck at forklift service;
- 3) Leaving your truck at the Transtainer/RTG service.

It is therefore only tolerated to get out of the truck at container loading by overhead crane, passing between your truck and the stack of containers to go 40 feet behind your trailer.

**Justification for new features :****FOR SERVICE WITH A WHEELED CRANE IN THE YARD (TRANSTAINER / RTG) :****Container loading (import)**

A risk analysis predicts greater safety if the truck driver is isolated from RTG wheels and overall terminal traffic.

In fact, the truck driver is protected as much as possible by passing between two inert objects (between his truck and the stack of containers).

Passing between the truck and the stack of containers also gives the RTG operator better visibility of the truck driver.

**Container unloading (export)**

It was deemed reasonable to require the truck driver to remain in his truck during this operation at RTG for these reasons:

- A truck lift is less risky than a pedestrian in front of heavy machinery;
- The unloading service is more frequently carried out by forklift (Front/Stacker) (better visibility in the event of a pine barrier);
- The risk of a pine tree rebarring is estimated at 1.95%, based on an audit of 600 container unloading operations;  
*Note: The maintenance of trailers and pine trees influences the risk of pine tree blockage and is the responsibility of transport companies.*
- A two-stage container lifting procedure has been implemented for RTG operators, enabling readjustment in the event of a blockage.

Thank you for your understanding and cooperation in making terminals safer places for everyone.